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WATER  
Per Case of 4 Doz. Pints... \$6.00  
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12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

FINE OLD LIQUEUR  
WHISKY  
F.O.S.  
Per Doz..... \$15.00  
H. PRICE & CO.  
12, QUEEN'S ROAD.

No. 13,611 號壹十壹百陸千叁萬壹第 日柒十月玖年柒十二緒光 HONGKONG, MONDAY, OCTOBER 28TH, 1901 壹拜禮 號捌十式月十年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

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JULES MUMM

Per CASE, . PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO.  
LIMITED,

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CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
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KILMARNOCK WHISKY.

This World-renowned  
Fine Old HIGHLAND Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong from their Agents.

SIEMSEN & CO.

Hongkong, 1st January, 1901.

CUTLER, PALMER  
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PRICE \$10.75 PER DOZEN

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"SPECIAL BLEND" WHISKY

Bleed  
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Distillations of the  
Finest Scotch Whiskies

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SPECIAL CARS by arrangement at the Com-

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JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st October, 1901.

[a247]

VICTORIA CYCLE  
EMPORIUM.

THE pleasure of cycling consists in having

a first class Machine, and the above Es-

tablissement is always leading in this respect.

We are Agents for the famous "NEW

HOWE" and "MONOPOLY" CYCLES,

and we also supply fittings of every description.

Bargains can be had in second hand Machines.

Repairs executed with promptitude and skill.

Enamelling a specialty.

MCKIRDY & CO.

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Hongkong, 4th April, 1901.

[a248]

B. J. BARLOW,  
CONSULTING ENGINEER, SURVEYOR  
AND CONTRACTOR.

PLANS and Specifications Supplied for any

Class of Engineering Work. Marine

Work a Specialty; Designs prepared for

Small Coast Steamers, Light Draught Vessels,

Dredgers, Tug-Boats, Launches and Barges

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New and Repair Work Supervised. Contractor

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OFFICE, 9, QUEEN'S ROAD CENTRAL.

B. J. BARLOW.

Hongkong, 12th June, 1901.

[a249]

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.

\$5.50 per Cask of 975 lbs. net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOWES & CO.,

General Managers.

Hongkong, 1st June, 1901.

[a244]

## AQUARIUS.

SPARKLING MINERAL TABLE WATER.  
MANUFACTURED ENTIRELY FROM PURE TREBLE-  
DISTILLED WATER.

MIXES FREELY WITH WINES AND SPIRITS, WITHOUT IN ANY WAY  
DESTROYING THE FLAVOUR.  
Per dozen Quarts ..... \$2.50  
Pints ..... \$1.75

Empty allowed for at the rate of 85 Cents per dozen Quarts, and 50 Cents per dozen Pints.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, WINE AND SPIRIT MERCHANTS. [a40]  
Hongkong, 25th October, 1901.

## JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR  
INDIGESTION, DYSEPSIA, FLATULENCY  
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY. [a39]

PHOTO-GRAPHIC PLATES, PAPERS  
AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a44]

## TAILORING DEPARTMENT

SPECIAL OFFER of AUTUMN SUITINGS at the following EXCEPTIONAL PRICES  
POSITIVELY FOR 1 WEEK ONLY!

FLANNEL LOUNGE SUITS	\$20.00
TWEED AND CASHMERE SUITS	\$29.00
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LANE, CRAWFORD & CO. [a38]

## A PRESENT

ACCEPTABLE TO ALL

IS A

## BOX OF CADBURY'S PURE CHOCOLATE.

WE HAVE JUST LANDED AND HAVE NOW ON SHOW A  
LARGE ASSORTMENT IN FANCY BOXES.

WATKINS. LIMITED.

CHEMISTS AND AERATED WATER MANUFACTURERS.

68, QUEEN'S ROAD CENTRAL. [a43]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & Co.'s INVALID'S PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.  
This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassall

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL."

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a44]

## KELLY & WALSH, LTD.

### NEW BOOKS.

### A CHOICE SELECTION

### OF PRIVATE GREETING

### CHRISTMAS CARDS.

### ALL THE NEWEST DESIGNS.

### GREETINGS TASTEFULLY PRINTED

### FROM FANCY TYPES IN GOLD,

### SILVER OR COLOURS.

### THE ARISTOCRATS, by G. Atherton

### MARNA'S MUTINY, by Mrs. Hugh

### Fraser

### CLANDIA POLE, by C. Dave

### THE FIGHTING TROUBADOUR, by A. C.

### Gunner

### CHINA: HER HISTORY, DIPLOMACY AND

### COMMERCE, by E. H. Parker

### THE ARROW WAR WITH CHINA, by C.

### S. Leavenworth

### THE FIGHTING IN NORTH CHINA, by G.

### G. Gipp, R.N.

### A YEAR IN CHINA, 1899-1900, by C.

### C. Bigland

### STRANGE DISAPPEARANCE OF LALY

### DELIA, by H. Tracey

### CAEDIGARTH, by R. Chambers

### THE STRIKING HOUR, by Edon

### Philpott

### BOTH SIDES OF THE VEIL, by R. Marsh

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LIMITED.

ESTABLISHED A.D. 1841.

WE BEG TO NOTIFY THE ARRIVAL  
OF OUR NEW SEASON'S

## CONFECTIONERY

COMPRISES SELECTIONS OF THE

PUREST AND BEST DESCRIPTION.

FROM THE SIMPLEST QUALITY TO

THAT OF THE FINEST AND MOST

RECHERCHE CHARACTER, IM-

PORTED FROM THE LEADING

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON &amp; CO.

LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

[35]

## BIRTH.

On the 22nd October, at 25, Seaward Road, Shanghai, the wife of E. POTERHUNT, of a daughter.

## DEATHS.

On the 1st September, at her residence, Hornsey, Sydeney, the dearly beloved wife of John LAMM, F.I.A., Architect, Hongkong, and second youngest daughter of the late GEORGE DETHMOLD, Esq. of Milson's Point, Sydeney, aged 30 years.

On the 26th October, at the Peak Hospital, JAMES MC. WILLIAMS, aged 62 years.

[2740]

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD C.L.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 28th October, 1901.

The telegram received by our senior contemporary on Saturday announced the arrival at Singapore that day of Prince CHUN, on the German mail steamer Bayern. The telegram stated that the local Chinese merchants assembled alongside the wharf to meet him, but, owing to illness, the Prince did not land. It looks somewhat significant that Prince CHUN should so often have been indisposed on his journey to Europe and back, especially as he is supposed to be of a sound constitution unlike his brother the Emperor KWANG HSU. There are of course diplomatic illnesses from which princes and other high personages are apt to suffer, whereas the ordinary individual is almost immune. We do not say that the Prince may not be actually unwell, but the exceeding quiet and lack of ceremony marking his return from Germany, as opposed to the original programme which was said to have been mapped out for him and officially approved, cannot be taken as meaningless. In passing, however, we may note that the Times Berlin correspondent wrote at the end of last month: "Whether invitations to visit other Courts had been received or were about to be received by Prince CHUN is a matter of some doubt. The Börsen Courier emphatically states that he received no such invitations, and it is inherently probable that this statement is true." We have hazarded a suggestion as to the reason for the very sudden recall of Prince CHUN to China, and in this event the speedy journey requires no explanation. The abstention from all public entertainments en route, however, is not a necessary accompaniment of speed, and it must be supposed that certain instructions have been given from the Imperial Court to the returning Prince. The arrival of the Bayern at this port on Wednesday will afford an

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then went the round of the tents, which had previously been "smartened up." The men occupying each tent stood at attention, and the non-commissioned officer in charge was questioned as to whether the time spent in camp had been enjoyable, and whether there were any complaints to make. There were no complaints, and the answer to the first question was always in the affirmative. Major-General Gascogne and staff left Hongkong soon afterwards.

In the afternoon sports were held, and were witnessed by a large number of visitors. The camp, which is probably the most successful yet held, broke up this morning.

## CRICKET.

**MAJOR DOREHILL'S XI v. MAJOR DYSON'S XI.**  
The fall of the coin favouring the R.A. Major, his XI opened with Burnie and Doctor against Smith and Lee, but in a very piano manner. With an extra mid-off on guard, Burnie could not get in his favourite off-drive, whilst Doctor played watchful cricket till one of Lee's dropped on the balls. This made one for 30. Dixon had previously relieved Smith, and Major Beresford-Ash had filled the vacancy. After eight more runs, Burnie was finally held at mid-off by Lowe, and retired for a steady 21, in which we should like to have seen a greater variety of strokes. Dixon followed up his initial success by getting Mackenzie (who had not practised last week) caught at point and by clean bowling Major Dorehill. In the midst of this dispute, the R.W.F. Major was showing command over the bowling. At this time, however, 67 runs had been scored in 75 minutes at the cost of four wickets. After this, the innings was resumed by Radcliffe and the not out, neither of whom increased the score, cover securing the R.E. off Dixon (whose analysis was now 7 overs, 3 maidens, 7 runs, 4 wickets), and Smith bowling the R.W.F., to whom we look for many a good score this season, and especially in the coming contests. Six for 60 was not inspiring. When his side was in this bad way, Cox, as on many another occasion when something had to be done by someone, played one of his brilliant forcing games, and again proved that he is an indispensable man in an XI. His coolness and pluck in a tight corner need no praise in Hongkong; and when to these qualities are added safety and dash in the field, his value to a side may be accurately gauged. By a coincidence, the man who helped him to put different complexion on the game was Arthur, who shared with him the great distinction of winning the match against Shanghai in 1897 in Hongkong. Between them the two scored 87 out of the total of 177. Arthur's innings was an excellent display, and in it he made numerous good strokes. More strength to the elbows of both these good cricketers! As regards the bowling, Dixon seemed to puzzle the batsmen, and had an enviable analysis, until Cox flogged him over the ground. He was given a good trial and came out of it satisfactorily. An improvement was shown in the fielding; and of the only two catches missed, one was due to a misunderstanding, and the other to long-field being hampered by the ropes of the screen. As regards running between wickets, Dorehill and Beresford-Ash, Cox and Arthur, and, on the other side, Clifton Brown and Smith made the most of their opportunities.

With 178 to win and 24 hours for the job, Maitland and Kruekenbeck started for Dyson's side. The former's traditional and by no means legendary luck favoured him and enabled him to compile a substantial 45, which was not perhaps so vigorous as usual, as witness only two 4's; moreover, Doctor's bowling perplexed him at times. By degrees the score reached 45 before Kruekenbeck was caught off a bumping first ball of the fast change bowler, and withdrew for a sound 17. Dixon succeeded, but was content to play himself in whilst his partner made the runs. The recruit, however, had, we regret to say, to retire hurt; and though he resumed his essay, by permission, later on, he was probably not feeling entirely himself, notwithstanding that it was only a capital catch by Cox which dismayed him. Here a rot set in, for with an addition of 4 runs, Preedy, Burke, Dyson and Maitland had to retire to the Pavilion. The score was 68 for 5 when Smith and Weymouth became associated and added 17 before the latter gave Doctor an easy one at short leg. At 85 Clifton Brown joined Smith, and the pair stayed together till the game was won and the score had reached 188, when Smith, in hitting out, was cleverly taken by the bowler off a hot, straight drive. He played a useful innings, which may cause opinion to veer from N.W. (not worthy) to S.E. (somewhat eligible). Two more wickets fell, and stumps were drawn at 6.15, with the score at 184 for 9 wickets. Enough prides cannot be awarded to the Argonauts' batsman for his steadiness, which developed into a forcing game, at a critical point: his 61 not out was an admirable display. The fielding was of average quality and was marked by extremes as between individuals, but we must say that Cox was really best. Morrison secured 8 wickets for 40 runs, a startling analysis on a wicket which did not prove to be more than a bit bumpy; but luck was as much in his favour as it was against Doctor.

We are glad to notice that H.E. the Governor was again on the ground.

The match this week will begin at 2 p.m. on Friday and be resumed at 11 a.m. on Saturday, when a XII of the Club will play a XVI of the Club. But let no one wrongly conclude that the XII will include the XI, for the selection has not yet been made, and is not likely to be made till this match has afforded a further test of present form.

We hope that the reserved pitch will be much frequented this week, and would remind some

The Patentees—Macmillan & Cameron, Limited  
DESERVE A NATIONAL MEMORIAL  
for their excellent inventions.—*Doer Chronicle*  
THE WAVERLEY PEN. THE PACKWICK PEN.  
THE OWL PEN. THE HINDS PEN.  
1901-2] Waverley Works, Edinburgh

of the cricketing public that the entertainment fund subscription list is not yet closed and that no one is going round cap in hand.

Appended are the score and analysis—

<b>MAJOR DOREHILL'S XI.</b>	
C. M. G. Burnie, c Lowe, b Dixon	21
M. J. Doctor, b Lee	9
Major Beresford-Ash, R. W. F. Smith	10
A. Mackenzie, b Arthur, b Morrison	2
Major Dorehill, E. A., b Dixon	6
Capt. Radcliffe, E. A., b Kruekenbeck, b Dixon	0
P. A. Cox, b Kruekenbeck, b Preedy	54
Capt. Clapham, R. A., c Dyson, b Smith	10
J. Hooper, b Dixon	10
H. Arthur, not out	33
Morrison v. Dyson, b Preedy	10
E. Lee, did not bat	4
Total	177
<b>MAJOR DYSON'S XI.</b>	
F. Maitland, b Doctor	45
Lieut. Kruekenbeck, c Arthur, b Morrison	17
W. E. Dixon, c Cox, b Morrison	0
Private Preedy, b Morrison	0
Lieut. Burke, c E. A. Morrison	1
Major Dyson, b E. A. Morrison	57
Capt. Weymouth, R. A., b Doctor, b Morrison	5
Lieut. Clifton Brown, R. N., not out	61
A. B. Lowe, b Morrison	8
J. E. Lee, did not bat	0
Extras	8
Total (for 9 wickets)	194

## BOWLING ANALYSIS.

<b>MAJOR DOREHILL'S XI.</b>	
O.	M.
Sercombe Smith	13
Lee	17
Dixon	13
Weymouth	5
Preedy	5
<b>MAJOR DYSON'S XI.</b>	
O.	M.
Mackenzie	9
Doctor	18
Morrison	12.5
Cox	5
Dorehill	6
Burke	2

## FOOTBALL.

**H.K.F.C. v. H.M.S. "ARGONAUT."**  
On Saturday afternoon the opening game of the season was played on the Happy Valley ground between the Hongkong Football Club and a team from H.M.S. Argonaut. There was a big attendance of spectators, including of course a large number of the "handy men," who had come on shore to lend their comrades countenance and encouragement. The teams were:—

BEFORE MR. E. R. HALIFAX, ACTING POLICE MAGISTRATE.

## A DANGEROUS CHARACTER.

Wong Sei, a grass-cutter, was convicted of felling pine trees on Crown land at Chinsui Bay on the 25th inst., and of assaulting Police Constable Lamont, who arrested him. On the way to the Police Station the prisoner struck at the constable with a chopper, just hitting his boot, and tried several times to snatched the weapon back in order to repeat the assault.

For the first offence, he was fined \$5 with the alternative of 14 days' hard labour, and for the second offence \$20 with the alternative of six weeks' hard labour.

## NIGELCUTTLE BOATMAN.

Sin Tai was fined \$25 with the alternative of six weeks' hard labour for having had a naked light on his cargo-boat in the harbour, when loaded with dangerous goods—namely, kerosene oil.

The defendant pleaded that this was the fault of his *foli*, who was a new man, but the evidence went to show that the light was hurriedly extinguished upon the approach of the police.

## PLAGUE CASE ON THE "PARAMATTA" AT COLOMBO.

The Times of Ceylon of the 12th inst. says:—

It is extraordinary, when consideration is paid to the fact that for some years past Colombo has been literally surrounded with plague ports, that so few cases have had to be dealt with by the Colombo port authorities.

As a matter of fact, up to this morning there have only been two cases of plague on steamers coming into Colombo harbour, and the fatal case on the P. & O. *Paramatta*, which arrived outside the breakwater this morning, makes the third—wonderful record of immunity.

The P. & O. s.s. *Paramatta*, running between Bombay and Hongkong, left Bombay on the 8th October. She arrived early this morning and stopped about a mile away from the breakwater, and Pilot (Mr. Drew) went aboard. Captain Cook reported that a native fireman, named Shere Ali, had developed plague since leaving Bombay, and had died and been buried at sea that morning at 5 o'clock. The pilot returned ashore and reported the matter to the Port Surgeon, Dr. Keegel, who, with the Hon. Mr. W. H. Jackson, Principal Collector of Customs, who is on the Plague Committee, went aboard and examined the Merchant Shipping Ordinance of 1890, to allow the steamer to carry on board their launchas.

On the 23rd instant a letter was received from Mr. Whitehead, enclosing copy of a draft Bill, and referring to the above Petition, suggesting the appointment of a Sub-Committee to consider both the Bill and the Petition.

This suggestion was adopted, and on the 12th October the Sub-Committee presented their report, which was to the effect that the proposed amendment in the Ordinance met their approval, with one exception, viz., in No. 16 of Quarantine Regulations (Table I) in which they suggested the substitution of the words "if on ship's articles" in place of "whether on the ship's articles or not." With regard to the petition of the launch-owners, they fully endorsed the proposed Government Regulations, and were of opinion that all steamers trading from Hongkong to the West River and other Chinese Inland Waters should be governed by the River Steamship's Regulations, under which the Macao and Canton river steamers run.

Letters to this effect were despatched on the same day to the Hon. T. H. Whitehead and to Messrs. Donnells & Bowley.

A final letter from Messrs. Donnells & Bowley, dated 17th October, in which, after acknowledging receipt of Chamber's letter of the 12th instant, they asked if the Committee were aware that the River Steamer Regulations, as the Ordinance at present stands, only apply to vessels of over six tons, and that an amendment of the Interpretation clause will be necessary to bring launches of less than 60 tons within the scope of the Ordinance.

After some discussion, it was decided to write to reply that the Committee were aware of the fact mentioned in Messrs. Donnells & Bowley's letter.

With regard to the amendment suggested by the Chamber in No. 16 of the Quarantine Regulations,

The Hon. T. H. Whitehead said that when the clause was discussed in the Legislative Council he moved an amendment in the sense suggested by the Chamber, but though Mr. Bell Irving, Mr. Thurlow, and Mr. Wei Yuk supported him, it was lost, the original clause

## POLICE COURT.

Saturday, 26th October.

BEFORE MR. F. A. HAZELAND, POLICE MAGISTRATE.

## ALLEGED SHOOTING OF A CHINAMAN.

Police Constable Hollaway was charged on remand with shooting and wounding a Chinaman on the 2nd September in Cross Street, Wan Chai. He pleaded not guilty, and was defended by Mr. J. F. Rose, solicitor. Inspector Collett conducted the prosecution.

A Chinaman, who was present when the alleged shooting took place, gave evidence. He said that when he got to Cross Street he saw the defendant, who was in plain clothes, looking at the licenses of hawkers. Witness stood opposite the defendant, around whom a number of persons were grouped in a half-circle. The next thing witness saw was the defendant pulling out a revolver and firing at the crowd.

At the suggestion of his Worship, an unloaded revolver was handed to the witness, who went through the process of pulling out the weapon and pressing the trigger, in the manner alleged to have been followed by the defendant.

As the result of the shot, witness said he heard a man under a verandah in Cross Street call out "Save life." It was dark, and witness could not see the man clearly. The crowd cleared away when the shot was fired, and the defendant ran in a westerly direction along Cross Street, towards the Clock Tower. Witness also went away.

Cross-examined by Mr. Rose, witness said he did not subsequently go to the Police Station, not even to the door; he went home. At the point where the alleged shooting took place there was generally a crowd of people passing to and fro at the time of night (8.30 p.m.) at which the incident occurred. It was not the case that a European could not go along there at such an hour without being hustled. He did not see defendant being jeolted so that he got to the ground. He saw him examining a lawyer's license, and then the crowd gathered. When the revolver went off, witness said the muzzle of the weapon pointed west. Witness did not know whether the defendant was taking the revolver out of his pouch and putting it into his right-hand pocket. Defendant's arm was stretched out, but he did not know whether the weapon went off accidentally. From the position in which defendant was standing, he could not see the man who was shot. After the report the crowd ran off. Defendant did not run; he walked fast in a westerly direction.

After further evidence of a corroborative nature, the case was adjourned until to-day.

It was decided to reply expressing satisfaction with these proposals.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held in the Chamber Room, City Hall, at noon on the 22nd October, 1901.—

Present: Sir Thomas Jackson (Chairman), Hon. J. Bell Irving, Messrs. W. Peate, R. L. Richardson, H. A. Ritchie, N. A. Sibson, H. E. Tomkins, Hon. T. H. Whitehead (ex officio), and R. C. Wilcox (Secretary).

MINUTES.

The minutes of the previous monthly meeting (held 16th September) were read and confirmed.

## PROPOSED REGISTRATION OF CHINESE FARMERS.

Read letter from the Singapore Chamber of Commerce, dated 9th September, acknowledging receipt of Chamber's letter of 13th August, and noting with thanks the promise to forward to them the results of the inquiry by the Committee appointed by the Governor.

Hon. T. H. WHITEHEAD said that the Report of the Committee had just been issued.

It was decided to apply to the Government for a copy and send it to the Singapore Chamber as soon as possible.

## THE MEDICAL INSPECTION OF SHIPS.

Read letter from the Colonial Secretary, dated 16th Sept., in continuation of previous correspondence, informing the Chamber that H.E. the Governor had recommended for the consideration of the Secretary of State the question of the appointment of a second Health Officer of the Port, who will be allowed no private practice, and that Dr. Jordan, in view of his long service, be permitted to retain his private practice on shore, only, however, on the distinct understanding that when himself engaged in private practice on shore, he will place at the disposal of the Government another officer as his substitute, who will not be allowed to take private practice on board any ship; with a further recommendation that if Dr. Jordan is not willing to accept these conditions, another Health Officer of the Port be appointed on the same terms as those offered to the second Health Officer.

Cross-examined by Mr. Rose, witness said he did not subsequently go to the Police Station, not even to the door; he went home. At the point where the alleged shooting took place there was generally a crowd of people passing to and fro at the time of night (8.30 p.m.) at which the incident occurred. It was not the case that a European could not go along there at such an hour without being hustled. He did not see defendant being jeolted so that he got to the ground. He saw him examining a lawyer's license, and then the crowd gathered. When the revolver went off, witness said the muzzle of the weapon pointed west. Witness did not know whether the defendant was taking the revolver out of his pouch and putting it into his right-hand pocket. Defendant's arm was stretched out, but he did not know whether the weapon went off accidentally. From the position in which defendant was standing, he could not see the man who was shot. After the report the crowd ran off. Defendant did not run; he walked fast in a westerly direction.

As the result of the shot, witness said he heard a man under a verandah in Cross Street call out "Save life." It was dark, and witness could not see the man clearly. The crowd cleared away when the shot was fired, and the defendant ran in a westerly direction along Cross Street, towards the Clock Tower. Witness also went away.

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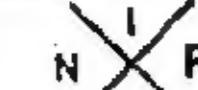
**NEW ADVERTISEMENTS**  
JUST OPENED  
AND  
NOW FOR SALE.

A MAGNIFICENT and well Assorted  
SHIPMENT of BON-BONS and  
CRACKERS of latest designs and descriptions.  
10% Discount for Cash.

Inspection earnestly solicited.  
H. RUTTONJEE,  
No. 5, D'Aguilar Street;  
Nos. 39 & 40, Elgin Road, Kowloon;  
Hongkong, 28th October, 1901. [2737]

M. S. HIBBA.

P.P.C. [2738]



VICTORIA PRECEPTORY

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS HALL, on THURSDAY, the 31st instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.  
Hongkong, 28th October, 1901. [2736]



ZETLAND LODGE, NO. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS HALL, Zetland Street, on FRIDAY, the 1st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 28th October, 1901. [2735]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW,  
THE Company's Steamship

"HAIKAN."

Captain Roach, will be despatched for the above ports TO-MORROW, the 29th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAMPAIK &amp; CO., General Managers.

Hongkong, 28th October, 1901. [2733]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY,  
THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above TO-MORROW, the 29th inst., at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 28th October, 1901. [2734]

THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT,  
THE Company's Steamship

"DIAMANTE."

Captain J. Ratzenbury, will be despatched for the above port on WEDNESDAY, the 30th inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOME &amp; CO., General Managers.

Hongkong, 28th October, 1901. [2739]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN," OF THE NORDEUTSCHE LLOYD, Captain H. Bleeker, due here with the outward German Mail about the 30th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHE LLOYD,  
For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 28th October, 1901. [2740]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 3rd November.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th October, 1901. [2741]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"PARRAMATTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees are hereby informed that their Goods are vessel are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., or via Ocean.  
From Persian Gulf or s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m., To-day, 26th inst.

Goods not cleared by the 2nd proximo, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. FITCHIE, Superintendent.

Hongkong, 28th October, 1901. [2742]

**NEW ADVERTISEMENTS**  
OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MACHAOI" are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 2nd proximo will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 4th prox.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th October, 1901. [15]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS" are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 1st prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd prox.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th October, 1901. [15]

AUCTIONS

SALE BY PUBLIC AUCTION

ONE LOT  
OF

VALUABLE LEASEHOLD

PROPERTIES

at the Peak, Victoria, Hongkong, registered in the Land Office as Rural Building Lots, Nos. 15 and 16.

TO-DAY (MONDAY), 28th October, 1901,

at 3 o'clock p.m.

By Mr. H. N. MODY, at his office.

Known as STOKE'S BUNGALOWS, EAST AND WEST.

Plans, Particulars and Conditions of Sale may be seen at the Office of

Messrs. DEACON &amp; HASTINGS,

10, Queen's Road Central,

or of the Auctioneer.

Hongkong, 26th October, 1901. [2650]

PUBLIC AUCTION.

THE THIRTY-FIFTH ORDINARY

MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY,

the 12th proximo, of TWELVE O'CLOCK NOON,

for the purpose of Presenting the Report of the Directors and Statements of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 2nd proximo, both days inclusive.

By Order of the Board of Directors.

W. H. RAY, Secretary.

Hongkong, 21st October, 1901. [2681]

THE PUNJOM MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks and Accessories in the immediate future, the Directors have resolved to make the final Call of One Dollar per share; and accordingly:

NOTICE IS HEREBY GIVEN that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on MONDAY, the 14th October, 1901, the following Resolution was passed:

That the final CALL of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company as and the same is hereby made. Such Call to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, or before the 15th day of November, 1901.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of November, 1901, at the rate of \$10 per centum per annum, upon all Calls remaining unpaid after the said 15th day of November, 1901, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, together with the Certificate of the Share, in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors.

W. H. GASKELL, Secretary.

Hongkong, 15th October, 1901. [2623]

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction,

TO-MORROW (TUESDAY) AND

WEDNESDAY,

the 29th and 30th October, 1901, at 10 A.M.,

at H.M. NAVAL YARD,

SUNDAY NAVAL AND VICTUALLING

OBsolete and CONDEMNED

STORES,

Comprising:

OLD IRON, PAPER STUFF, RAGS,

CANVAS, CLOTHING, IMPLEMENTS,

&amp;c., &amp;c.

The VICTUALLING STORES will be sold

on TUESDAY, 29th, and the NAVAL STORES on

WEDNESDAY, 30th inst.

TERMS OF SALE.—As Customary.

HUGHES &amp; HOUGH,

Government Auctioneers.

Hongkong, 22nd October, 1901. [2683]

PUBLIC AUCTION.

THE Undersigned have received instructions

from J. P. COTTAY, Esq., to sell

by Public Auction,

TO-MORROW (TUESDAY),

the 29th October, at 2.30 p.m., within his

Residence, No. 12, KNIGHTFORD TERRACE,

Kowloon.

NORDDEUTSCHE LLOYD,

For further Particulars, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 28th October, 1901. [2743]

THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT,

THE Company's Steamship

"DIAMANTE."

Captain J. Ratzenbury, will be despatched for the above port on WEDNESDAY, the 30th inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOME &amp; CO., General Managers.

Hongkong, 28th October, 1901. [2739]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"

Captain H. Bleeker, due here with the outward German Mail about the 30th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHE LLOYD,

For further Particulars, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 28th October, 1901. [2740]

THE OSAKA SHOSEN KAISHA,

LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 3rd November.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th October, 1901. [17]

## INSURANCES

"L'URBAINE"  
FIRE INSURANCE COMPANY, LTD.  
(Established 1883)

THE Undersigned, having been appointed  
GENERAL AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
at current rates.

P. LEMAIRE & CO.

Hongkong, 7th February, 1901. [439]

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above  
Company are PREPARED TO ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.

SIEMSEN & CO.

Hongkong, 29th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

SIEMSEN & CO.,  
Agents.

Hongkong, 16th May, 1892. [39]

TRANSATLANTIC FIRE INSUR-  
ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

SIEMSEN & CO.,  
Agents.

Hongkong, 16th November, 1872. [29]

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA,  
INCORPORATED 1851.

CAPITAL ..... 2410000.

THE Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

W.M. MEYERINK & CO.,  
Agents.

Hongkong, 18th May, 1900. [185]

SALAMANDER FIRE INSURANCE  
COMPANY.

THE Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

HOTZ, A. JACOB & CO.,  
Agents.

Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900,

£14,732,881.

I. AUTHORIZED CAPITAL ..... 23,000,000 0 0  
SUBSCRIBED CAPITAL ..... 2,750,000 0 0  
PAID UP CAPITAL ..... 637,500 0 0  
II. FIRE FUNDS ..... 2,837,716 14 4

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

SHEWAN, TOME & CO.,  
Agents.

Hongkong, 3rd July, 1901. [164]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OR AIX LA CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1897. [144]

PHOENIX FIRE OFFICE

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,  
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

PIANOFORTE TUNING AND  
REPAIRING.

M.R. E. A. BROWNE is prepared to  
undertake the above at reasonable rates.  
All Repairs done personally.  
TUNING ..... \$5.50.

Address—  
Care of DRAGON CYCLE STORE,  
D'Aguilar Street.  
Hongkong, 4th September 1901. [2250]

TSANG FOO & CO.  
SAM WING HING  
COAL MERCHANTS,  
No. 48, DES VIEUX ROAD CENTRAL.  
Telephone No. 329.  
Hongkong, 23rd September, 1901. [2411]

E. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP  
DEALER  
NO. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-  
ences.

Is also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED  
15 to 25 per cent. Discount Allowed. [1336]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
visions for Cold Storage at EAST POINT at  
Moderate Rates.

WM. PARLANE  
Manager.

Hongkong, 17th February, 1899. [65]

QUAN WAH & CO.

DEALERS IN  
ITALIAN MARBLE AND GRANITE  
MONUMENTS.  
DESIGNS & PRICES ON APPLICATION  
at No. 1, Queen's Road East, Hongkong  
Hongkong, 17th October, 1899. [2646]

OREGON LUMBER.

THE Undersigned, being closely connected  
with the leading MILLS at POET-  
LAND and PUGET SOUND, are always pre-  
pared to book orders for any specifications at  
LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [50]

## OUR PARIS LETTER.

Paris, 28th September.

The Tsar's lightning visit has come and  
gone, and it may be truthfully concluded that  
it has not given allround satisfaction, even to  
those fortunate to have benefited by the down-  
pour of Russian orders and decorations—  
battles so intensely dear to Continentals.  
It was a surprise visit. If the ministers cal-  
culated in turning it to account to aid  
their chances at the general elections, in  
all probability they will be disappointed. But  
ministers will not die of broken hearts if not  
elected; they are indifferent to office, and there-  
in lies their originality, and their safety.  
Prime-Minister Waldeck-Rousseau threw up a  
Ba practice of 200,000 fr. a year, to be a  
minister having only a salary of 60,000 fr. But  
that sacrifice stiffened his position. As to the  
tests and exchange of views, the maintenance  
of the dual alliance, as the prop of universal  
peace—in the name of the Prophet, sige!  
France cannot rush a peace, and Russia is  
too poor and timid to start a war. The  
Triple Alliance has indulged in a shake; the  
German soldiers returning from China landed  
at Trieste, and steamed homeward by Vienna.  
That matches the French reviews at Rheims.  
In South Africa, England still runs her realistic  
contest. No war of a mimic type for her; her  
officers and men have been taught it realistically,  
at great sacrifice, but by that they surpass all  
other armies of the present.

The chances of the Emperor squeezing a  
loan out of the French are few; they have  
become cynical on the subject, crack jokes about it,  
and laugh at the no results they enjoyed of  
former grants to the big brother. Paris is  
peevish, and femininely revengeful at being  
jilted by the Tear of all the Russias: she, the  
city of light, the cradle of all the liberties, of  
all the civilisations, not deemed worthy of a  
visit after having built a bridge over the  
Seine—out of the gota money of the Ex-  
hibition—to honour the late ruler of all the  
Moujiks and all the Boydons! Paris will put  
nothing into the hat when it is sent round.

The visit has been the means of stiffening  
the socialists—who must not be concluded to be  
anarchists. The Municipality of Paris is that  
kind of pistol radicalism, that fronts autocracy  
in yards of newspaper staff, and falls down and  
worships autocrats. It takes all snubs and is as  
umble as Uriah Heep. Some of the provincial  
cities are also of this complex mood. The  
imperial visit must have cost the nation the  
best part of a million. The outcry for detectives,  
police and soldiery was enormous; that display  
of protection alienated not a few. It turned the  
localities affected quite topsy-turvy; the old  
men lacked their morning coffee and crescent  
lips, and the aged women their sou journal and  
their pol-a-fou. Compiegne was disturbed by  
all the dusting and scouring, and has not yet  
quite recovered herself. How different from the  
day when Dumouriez, then a young soldier, saw  
with sorrow at Compiegne the old King of  
France, Louis the Well-Beloved, on foot, with  
dotted hat, in sight of his army, at the side of a  
magnificent phantom, doing homage to the—  
Dubarry—the creature whom Marie Theresa,  
mother of Mari Antoinette, addressed as "Ma  
Cousine."

Having interred the summer with all almanac  
honours, we have on the whole only a good hie  
facing to write about it. We had scorching days  
and bright sunny ones, inter-related with heavy  
rains. On the whole we allude to the departed  
with respect. It gave us a passable harvest, and  
leaves our cellars inundated with wine. When  
you can buy twenty-two gallons of natural  
Midi wine for 12 fr., there is nothing more to be said,  
only to have plenty of sack with the liquor.  
The opportunity has not been lost upon the  
poor farmers, who have been going down the  
hill since years; they are called upon to try the  
cheap wine as an alment for feeding horses.  
Pigs is stated, thrive well on skinned milk;  
why should not the noble animal do the same on  
Chablis, St. Julien, Medoc, and Bordeaux?  
France has also a good yield of honey this year,  
and her flow of milk is plentiful, despite tuber-  
culosis and a parched summer.

Paris has always suffered in her commercial  
transactions for at least two years after every  
Exhibition she holds. She is now suffering  
from that law, but to a greater extent, thus  
showing that now disturbing causes are at  
work. Stockbrokers assert, business never was  
so insignificant, and traders chorus that they  
might as well be sitting at home as in their  
shops. The returns of the Bank of France  
form the best of fiscal barometers, particularly  
since it has increased the number of its branches.  
Now at the commencement of the current year,  
the total of its discount to tradesmen was  
£44,000,000 sterling, that total fell £14,000,000  
at the end of last June—difference, £25,000,000.

M. Edmond Théry, a great financial author-  
ity, has examined 151 of the leading and  
soundest stocks negotiable at the Bourse. He  
was astonished to find that the decline in their  
total value for the half-year ending 30th June  
last was £55,000,000 sterling, and that the  
depreciation was still active. The persistent  
fall in the Bank of France shares indicates that  
people are selling out and investing elsewhere,  
and in other valuers, England and America,  
being the centres of attraction. A Lyons banker  
asserts that during the last 18 months Lyons  
and its region have parted with £30,000,000  
sterling of investments. Since France has im-  
posed new taxes to the amount of £120,000,000  
there has been a decided tendency to place in-  
vestments in other than French securities.

The remains of Prince Henri of Orleans, son  
of the Due de Chartres, have arrived at  
Marseilles, and have been transported to  
Dreux, the burial place of the Orleanist family.  
The deceased died of enteric, at Saigon. He  
was making his way to explore Southern China.  
He was not accepted, young as he was, as a  
reliable public man; his falling—a family one  
—was intriguing. He was an ardent hater of  
England, where he was born and sheltered,  
and of everything English. His trickery during

the Dreyfus trial was ignoble, and his trying  
to incite Menelik to help the Madhi against  
Lord Kitchener, and cause trouble at Fashoda,  
was disreputable. He tried to ruin Marchand  
as a Boulanger No. 2. All was failure.

France has compelled those of her religious  
Orders that are not tolerated to obey the newly  
enacted law, which comes into operation on the  
first of the ensuing month, to obtain permission  
to remain or to be compulsorily expelled. The  
law exacts that every Order, or religious as-  
sociation, must be treated like an ordinary  
association of laymen, that is to say, the  
government must be furnished with copies of  
the rules and regulations of the Order, the  
names of governing body, whose head must be  
a Frenchman; the names and birth-place of all  
the members; their resources, how acquired,  
how expended; the occupations of the body, &c.  
The monastery or convent will be always open  
to government inspectors, who will have the  
right to inspect all books and documents, and  
see that property was taxed *prorata* with its value.  
As numerous Orders declined this interference  
with their privacy, an Hagiota has set in among  
the *religieuses*, and a veritable exodus of recal-  
citrants has now taken place, chiefly to Eng-  
land. The Benedictines or Dominicans, that  
have not for years fabricated any liqueurs, have  
purchased in the Isle of Wight a lovely lonely  
retreat, at Appuldurcombe not within sight  
of, but in hearing of the sea. They have taken  
possession. The head of their Order is an Aus-  
trian, who directs the parent monastery at  
Rome. Many of the monks resigned the  
world, bequeathed their wealth to the Order,  
and that enables the poorer brother to live.  
There are lay monks, but they execute the  
domestic work of the establishment. The  
monks proper rise, winter and summer, at four  
o'clock, attend musical mass, and in the course  
of the day other religious ceremonies. The  
public is free to attend the masses, all in Gre-  
gorian chants. Other parts of the day are  
devoted to studying religious works, the  
Fathers, &c., and writing educational books for  
advanced readers. The monks have no luxuri-  
ous domestic fittings-up, all is studiously  
plain and formally severe. They fast three  
days in the week, in addition to the ordinary  
holydays of the Church. At one time, 650 years  
ago, the Benedictines had 37,000 monasteries,  
now they have but 800. They gave Canterbury  
its Archbishop, and the world 20 Emperors, 47  
Kings and 24 Popes. They have left their  
own country to serve God in their own way,  
under the wings of the British flag—of toleration.

Brehat, Bretagne, is the quietest of quiet  
villages, and full of all the attractions that the  
most military mind could desire. Its prettiest  
villa is owned and occupied by M. Har-  
court, a dramatist, who has written an ex-  
cellent play—with Hamlet not wholly left out  
for the Theatre Français. He immigrates to  
his wigwam as early in the year as possible to  
enjoy tranquility. But the railways and trams  
have discovered his hiding-place, and the cheap  
trippers swarm on his solitude and torment him  
for permissions to visit his villa and ground-  
and is, help to break his heart. How to drive  
away the dead, Demos? Bureaucrat! he said,  
and he took up his pen, wrote an article to  
a Paris journal, setting forth that Brehat  
was infested with tuberculosis patients, to be  
near whom was next to certain death. The  
villagers were incensed; an indignation meet-  
ing voted to boycott the liberator. When he  
went to the butcher to order a joint, the  
butcher was profoundly sorry, he could not  
deliver any, as it was affected with tuber-  
culosis. The baker declined to send him bread;  
as some of his men were consumptive. That  
was the litany with the other tradesmen. The  
ferryman even refused to row him over the  
ferry to Paimpol, where he could obtain  
provisions, alleging the author was tuber-  
culous. A Parisian out of pity presented  
him with half-a-loaf. Now M. Marcairai has  
bought a boat, and rowshimself across to Paimpol  
to purchase his necessities of life. The villa-  
gers follow him in silent procession to his boat  
but avoid touching it because "infectious."

The *Lein Gombetta* will be launched next  
month from the Government dockyard at  
Brest. She is a first-class cruiser, the largest  
under the French flag. She will be ready for  
commission in 1903, and her net cost will  
be £14 million sterling. Her displacement will  
be 12,550 tons, her length 450 feet, and beam  
breadth 65 feet. Her boilers will be tubular;  
she will have three vertical expansion engines,  
driving three screws, developing 27,500 horse-  
power; speed 22 knots; crew 730. Armament:  
four heavy guns in pairs, fore and aft, 40  
smaller quick-firing guns, and 5 torpedo-tubes,  
of which two under water.

Railways neither in England nor America  
enrich their shareholders: they would consider  
themselves blessed could they pocket a dividend  
of 7 per cent. Now the complaint in France  
is loud and deep, because the Eastern line pays  
only a dividend of 7, while the Northern and  
the Paris, Lyons and Marseilles line divide 13  
and 11 per cent. certain. The latter is the  
true word, for the State guarantees to make  
the latter percentage good, if receipts display  
shortage. But they do not. The Northern  
400 ft. shares never divide less than 49s.  
and have paid as much as nearly 60s. The  
Western Company on their 500 ft. shares make  
a dividend of 28s. 6d. But there are no com-  
petitive railway lines in France: those which  
the State constructed itself—1,750 miles out of  
a total of 27,000—do not overlap. It is only the  
lines going through Alsace—the international  
traffic—that press the rate of interest down.  
All the French railways are to revert to the  
State 60 years from their completion; but as the  
six important lines have lent heavy loans to the  
State, the latter must secure a clean slate ere it  
could foreclose. This it could no more do  
than pay off the National Debt. The  
French lines are thus virtual monopolies.  
The lines are also cheaply managed, the ac-  
commodation is always satisfactory, never *trop*,  
the passenger fares are—1, 2, 3 classes—14d.  
1d. and 6d. per mile. This charge does

not affect the fares charged by the Interna-  
tional Sleeping Car Co. which is a private  
monopoly and fixes special rates for its cars,  
and their high speed. If the French com-  
panies would try cheap third-class rates, say in  
summer at least, with fast trains, they would  
make plenty of money, as the little experiment  
tried this year on the Orleans railway established  
the companies are all too vigorous in  
charging for a slight overweight of luggage,  
as if it were tea. On the other hand the  
cyclists bless them; the bikes are almost  
nominally transported, and cared for as prize  
horses; may more, the companies make com-  
pensation at once if they are responsible for  
accidents to a machine. On the whole, the  
holders of French railway scrip are to be  
envied—it forms the best dowry for a daughter,  
or the basis of a mortgage.

## NOTICE.

A NY OUTSTANDING CLAIMS against

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *h.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *l.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CALCHAS	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON	CEYLON	Brit. str.	2 m.	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	On 2nd November, at Noon.
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	On 9th Nov., at Noon.
LONDON	NESTOR	Brit. str.	2 m.	R. Trent	BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON	ACHILLES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LONDON & ANTWERP VIA MARSEILLES, &c.	AWA MARU	Jan. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
LIVERPOOL DIRECT	LEXION	Frans str.	2 m.	Aubert	BUTTERFIELD & SWIRE	On 15th December.
MARSEILLES, &c., VIA PORTS OF CALL	SALAZIE	Jap. str.	2 m.	H. Petersen	MESSAGERIES MARITIMES	On 15th Nov., at 1 P.M.
MARSEILLES & LONDON, &c., V. SINGAPORE, &c.	KAMAKURA MARU	Jap. str.	2 m.	W. Franks	NIPPON YUSEN KAISHA	On 31st Inst., at Noon.
GRENEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	2 m.	Zurbonson	MELCHERS & CO.	On 2nd November.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Foorek	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Zacharie	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Borch	HAMBURG AMERIK LINIE	On 14th December.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Brahmer	HAMBURG-AMERIK LINIE	On 28th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	Mayer	HAMBURG-AMERIK LINIE	On 6th January.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIK LINIE	On 13th January.
NEW YORK VIA PORTS & SUEZ CANAL	STRASSBURG	Brit. str.	2 m.	DODWELL & CO., LIMITED	To-day.	To-day.
NEW YORK	SATSUMA	Amr. ship	1 m.		SHEWAN, TOME & CO.	Or about 25th inst.
NEW YORK	MANUEL LLAGUNO	Amr. ship	2 m.		SHEWAN, TOME & CO.	On 12th November.
NEW YORK	CLAVENDALE	Brit. str.	1 m.		SHEWAN, TOME & CO.	On 5th November.
ADANA	E. Beetham, R.N.R.	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th Nov., at Noon.
TARTAE	E. Beetham, R.N.R.	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 1st November.
EMPEROR OF INDIA	E. Beetham, R.N.R.	Brit. str.	2 m.	DODWELL & CO., LIMITED	NIPPON YUSEN KAISHA	On 18th Nov., at 4 P.M.
GLENNOLE	E. Beetham, R.N.R.	Brit. str.	2 m.	S. J. G. Parsons	JARDINE, MATHERSON & CO.	Quick despatch.
TOBA MARU	E. Beetham, R.N.R.	Brit. str.	2 m.	J. Barber	O. & O. S. S. CO.	To-morrow, at Noon.
DOMIC	E. Beetham, R.N.R.	Amr. str.	2 m.		TOYO KISEN KAISHA	On 20th November.
NIPPON MARU	E. Beetham, R.N.R.	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
STEATHYHN	E. Beetham, R.N.R.	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 10th November.
CHANGSHA	E. Beetham, R.N.R.	Amr. str.	2 m.		NIPPON YUSEN KAISHA	On 22nd Nov., at 4 P.M.
KASUGA MARU	E. Beetham, R.N.R.	Amr. str.	2 m.		DODWELL & CO., LIMITED	To-morrow.
KUEDISTAN	E. Beetham, R.N.R.	Amr. str.	2 m.		P. & O. S. N. CO.	On or about 1st November.
HORN	E. Beetham, R.N.R.	Amr. str.	2 m.		NIPPON YUSEN KAISHA	On 8th Nov., at Daylight.
WAKASA MARU	E. Beetham, R.N.R.	Amr. str.	2 m.		NIPPON YUSEN KAISHA	On 22nd Nov., at Daylight.
KANAGAWA MARU	E. Beetham, R.N.R.	Amr. str.	2 m.		NIPPON YUSEN KAISHA	On 13th November.
KUMANO MARU	E. Beetham, R.N.R.	Amr. str.	2 m.		NIPPON YUSEN KAISHA	On 2nd Nov., at Noon.
ROSETTA MARU	E. Beetham, R.N.R.	Amr. str.	2 m.		NIPPON YUSEN KAISHA	On 5th Nov., at Noon.
MIKE MARU	E. Beetham, R.N.R.	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 9th November.
KWEIYANG	E. Beetham, R.N.R.	Amr. str.	2 m.		SIEMENS & CO.	To-day, at 5 P.M.
FLANDRIA	E. Beetham, R.N.R.	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 31st Inst.
TSINAN	E. Beetham, R.N.R.	Amr. str.	2 m.		P. & O. S. N. CO.	On 9th November.
BALLAABAT	E. Beetham, R.N.R.	Amr. str.	2 m.		BUTTERFIELD & SWIRE	Quick despatch.
AYEBON	E. Beetham, R.N.R.	Amr. str.	2 m.		TOYO KISEN KAISHA	To-day.
WOOSUNG	E. Beetham, R.N.R.	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 30th Inst.
MAIDZURU MARU	E. Beetham, R.N.R.	Amr. str.	2 m.		TOYO KISEN KAISHA	On 6th November.
ANPING MARU	E. Beetham, R.N.R.	Amr. str.	2 m.		MITSUI BUSSAN KAISHA	On 22nd Nov., at Daylight.
FOOCHOW VIA SWATOW & AMOY	E. Beetham, R.N.R.	Amr. str.	2 m.		MITSUI BUSSAN KAISHA	On 13th November.
TAMSUI VIA SWATOW & AMOY	E. Beetham, R.N.R.	Amr. str.	2 m.		MITSUI BUSSAN KAISHA	On 2nd Nov., at Noon.
SWATOW, AMOY & FOOCHOW	E. Beetham, R.N.R.	Amr. str.	2 m.		DODWELL & CO., LIMITED	On 5th Nov., at Noon.
ILOILO & CEBU	E. Beetham, R.N.R.	Amr. str.	2 m.		P. & O. S. N. CO.	On 9th November.
MANILA VIA AMOY	E. Beetham, R.N.R.	Amr. str.	2 m.		NIPPON YUSEN KAISHA	To-day, at 5 P.M.
MANILA DIRECT	E. Beetham, R.N.R.	Amr. str.	2 m.		BUTTERFIELD & SWIRE	On 10th November.
SINGAPORE & BOMBAY	E. Beetham, R.N.R.	Amr. str.	2 m.		SIEMENS & CO.	On about 13th November.
BOMBAY VIA SINGAPORE & COLOMBO	E. Beetham, R.N.R.	Amr. str.	2 m.		NIPPON YUSEN KAISHA	On 8th Nov., at Noon.

## SHIPPING.

## ARRIVALS.

OCT. 23, FALLS OF KELVIN, British str., 2,150. EASTERBROOK, New York, 17th August, Case Oil—DODWELL & CO., LTD.

OCT. 26, DIAMANTE, British steamer, 1,254. J. RATTENBURY, Manila 22nd Oct., Balash.

SHEWAN, TOME & CO.

OCT. 26, HAITAN, British str., 1,153. J. R. ROACH, Foochow, Amoy & Swatow 25th Oct., General—DOUGLAS, LAPEAK & CO.

OCT. 26, LEXON, British steamer, 2,361. J. C. WILLIAMSON, Manila 22nd Oct.—DODWELL & CO., LIMITED.

OCT. 26, LOOSE, German str., 1,020. C. FUCHS, Bangkok 18th Oct., Rice and Wood—BUTTERFIELD & SWIRE.

OCT. 26, PAKKAMATA, British str., 4,885. R. T. L. COOK, R.N.R., Bombay 27th October and Singapore 20th, Mails and General—P. & O. S. N. CO.

OCT. 26, PROMETHEUS, British str., 3,583. R. DAY, Singapore 20th October, General—BUTTERFIELD & SWIRE.

OCT. 26, SATSUMA, British str., 2,690. CHUBB, Amoy 24th October, General—DODWELL & CO., LTD.

OCT. 27, ARRATOON APCAE, British str., 2,879. FEY, CALUTA and Singapore 20th Oct., General—D. SASOON, SONS & CO.

OCT. 27, CHIYUEN, Amr. str., 1,211. SLEEMAN, Shanghai 23rd Oct., General—CHINESE.

OCT. 27, FLANDRIA, German str., 1,286. EICHBAUM, Canton 27th Oct., General—SIEGMANN & CO.

OCT. 27, HERMAN MENZELL, Ger. str., 1,647. H. E. SCHUTT, Newchwang 26th Oct. and Chefoo 21st, Beans and General—CHINESE.

OCT. 27, HALIAN, French str., 337. ANDERSEN, Pakhol and Hoihow 25th Oct., General—A. R. MARTY.

OCT. 27, ITRIA, British transport, 3,883. A. S. HOUSTON, R.N.R., Tain 21st October.

OCT. 27, KWEIYANG, British str., 1,062. A. W. OUNTERBRIDGE, Tientsin 9th Oct., Newchwang 20th and Chefoo 21st, General—BUTTERFIELD & SWIRE.

OCT. 27, LUCIA, Austrian str., 1,508. P. D. ZAR, Sourabaya 20th Oct., Sugar—CHINESE.

OCT. 27, MAIDZURU MARU, Jap. str., 867. T. Saitan, Swatow 26th October, General—M. B. KAISHA.

OCT. 27, PICCIOLA, German str., 825. GARNICKO, Ililo 22nd Oct., Wood—CHINESE.

OCT. 27, WOOSUNG, British str., 1,109. DOWSON, Canton 27th Oct., General—BUTTERFIELD & SWIRE.

OCT. 27, YUN-LIANG, Chinese str., 1,000. Agents, Hongkong, 24th October, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DEPARTURES TO THE FOLLOWING PORTS:

HAMBURG-AMERIK LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

## HAMBURG-AMERIK LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DEPARTURES TO THE FOLLOWING PORTS:

HAMBURG & BREMEN & HAMBURG.

HAMB

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.	
FROM GLASGOW AND LIVERPOOL.	"ACHILLES"
GLASGOW AND LIVERPOOL.	"GLAUCUS"
GLASGOW AND LIVERPOOL.	"IXION".
HOMEBWARDS.	
FOR LONDON.	STEAMERS "CALOHAS"
LONDON.	"NESTOR"
LONDON.	"MACHAON"
LONDON.	"ACHILLES"
LIVERPOOL DIRECT.	"DARDANUS"
(Taking Cargo at London Rates)	"IXION".
LIVERPOOL DIRECT.	"IXION".
(Taking Cargo at London Rates)	

For Freight, apply to  
BUTTERFIELD & SWIRE,  
AGENTS O. S. S. CO.

Hongkong, 21st October, 1901. [15]

## CHINA NAVIGATION CO., LIMITED.

STEAMERS		TOSAIL.
NINGPO AND SHANGHAI.	"WOOUNG"	On 28th October.
SHANGHAI AND KOBE.	"TSINAN"	On 31st October.
TIEN-CHI.	"KWEIYANG"	On 9th November.
ILIOLO AND CEBU.	"KAIFONG"	On 8th November.
MANILA.	"CHANGSHA".	On 10th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	"CHANGSHA".	On 10th November.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th October, 1901. [16]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.	PROPOSED SAILINGS FROM HONGKONG.
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,	NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).
VIA INLAND SEA OF JAPAN AND HONOLULU.	TUESDAY, Nov. 5, 1901, at NOON.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.	AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.	THURSDAY, Nov. 28, 1901, at NOON.

\* S.S. "STRATHGYLE" ... On 30th October.  
S.S. "KARAVAN" ... On 1st December.  
S.S. "THYRA" ... On 20th December.

The Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HAKODATE, on WEDNESDAY, the 30th October. Through Bill of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Cosular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

\* NOTE.—This steamer will also call at HAKODATE on her way from Yokohama to San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 24th October, 1901. [14]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE  
TO VICTORIA (B.C.) SEATTLE AND TACOMA.

THE Steamship  
"OOPACK".

3,883 Tons, Commander J. Barber, is due here on 4th November, and will have quick despatch. For Rates of Freight and further particulars, apply to  
JARDINE, MATHESON & CO., Agents.  
Hongkong, 23rd October, 1901. [15]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship  
"ANPING MARU".

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 6th November, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSAN KAISHA, Agents.  
Hongkong, 23rd October, 1901. [16]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STAR NAVIGATION CO.'s forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to  
DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

HELEN A. WYMAN, American ship, Vanhorn. ARTHUR, Kertberg & Co. STATE OF MAINE, American ship, Concord. Standard Oil Co.

W. H. CORNEL, American ship, Concord. Standard Oil Co.

Hongkong, 15th October, 1901. [235]

## VESSELS ON THE BERTH

## U. S. MAIL LINES

## PACIFIC MAIL SS. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.
"GAELIC"	SATURDAY, 14th December, at NOON.
"CHINA"	TUESDAY, 31st December, at NOON.

THE O. & O. S. S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at NOON, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from parts of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Cosular Invoices to accompany shipment of Cargo or Parcels (value at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 19th October, 1901. [17]

## COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOT-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

P. DE CHAMP MORIN, Acting Agent.

Hongkong, 23rd October, 1901. [18]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ADANA," will be despatched for the above port on or about 5th November, 1901.

To be followed by the Steamship "ASAMA" on or about 15th December, 1901.

And by the Steamship "ACARA" on or about 31st December, 1901.

For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 28th October, 1901. [263]

## NOTICES TO CONSIGNEES

## COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES OF Cargo from London and Havre ex.s.s. Pei Ho, and from Bordeaux ex.s.s. Ville de Lorient and Ville de Marseilles in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY, the 21st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMP MORIN, Acting Agent.

Hongkong, 21st October, 1901. [2]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"LAERTES"

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th inst.

